LIVERPOOL



PORT HEALTH AUTHORITY

ANNUAL REPORT

1965

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PORT HEALTH AUTHORITY

OF

LIVERPOOL

REPORT FOR THE YEAR 1965

BY THE

MEDICAL OFFICER OF HEALTH

This is the 93rd Annual Report upon the work of the Liverpool Port Health Authority.

The Permanent Constitution of the Liverpool Port Health Authority defines the limits of the port for health purposes, as coincident with the limits laid down by H.M. Customs. By "The Appointment of the Port of Liverpool Order, 1956", the port of Liverpool is "An area bounded by a line:

(1) commencing at the termination of the port of Chester, namely at Hilbre Point (which is referred to as the Red Stones in Hoylake on the Point of Wirral in the Treasury Warrant dated 16th December, 1847, appointing the port of Chester): and

(2) continuing up the River Mersey on the Cheshire shore to Ince Ferry the western termination on the Cheshire shore of the port of Manchester, but excluding (where it touches the port of Manchester) so much of the Eastham Channel in the River Mersey as is enclosed by an imaginary line of dolphins on the east side of the Eastham Channel and, at a distance of five hundred and thirty-eight yards from the seaward extremity of the eight feet lock at Eastham, a further imaginary line to the foreshore at right angles to the first line: thence

(3) crossing the River Mersey in a supposed straight line to Dungeon

Point being the western termination on the Lancashire shore of the port of Manchester: and

(4) continuing along the coast of the County of Lancaster to the southern boundary of the port of Preston, namely an imaginary line drawn in a true north-west direction from the inner north-west sea mark on the beach at Formby Point shown in the Admiralty chart of Liverpool Bay, dated 9th July, 1954.

The port shall include all islands, rivers, bays, channels, roads, bars, strands, harbours, havens, streams, and creeks (except the Manchester Ship Canal) within the specified limits and shall extend seaward to a distance of three miles from low water mark along the coast within the specified limits.

SECTION I STAFF

TABLE A

Name of Officer	Nature of Appointment	Date of Appointment	Qualifications	Any other Appointments held
Professor Andrew B. Semple	Medical Officer of Health	5.12.52	C.B.E., V.R.D., M.D., Ch.B., D.P.H., Q.H.P.	Medical Officer of Healt City of Liverpool. Professor of Public Heal University of Liverpool. Supervising Medical Inspector under the Ali Order and the Commo wealth Immigrants Act.
Dr. J. B. Meredith Davies	Deputy Medical Officer of Health	1.5.53	M.D., B.S., D.P.H.	Deputy Medical Officer Health, City of Liverpo Medical Inspector under Aliens Order and the monwealth Immigrants Lecturer in Public Heal University of Liverpool
Dr. A. J. Graham ...	Principal Medical Officer	1.10.64	L.R.C.P., L.R.C.S.(Ed.), L.R.F.P.S.(Glas.), D.P.H.	Medical Inspector unde Aliens Order and the monwealth Immigrants
Dr. T. A. Conroy ...	Assistant Medical Officer	1.3.65	M.B., B.Ch., B.A.O., D.P.H.	Medical Inspector unde Aliens Order and the monwealth Immigrants

ıme of Officer	Nature of Appointment	Date of Appoint-ment	Qualifications	Any other Appointments held
1. J. O'Brien ...	Boarding Medical Officer (part-time)	1.10.60 resigned 31.1.65	B.A., M.B., B.Ch., B.A.O., L.M.	Assistant Medical Officer, City of Liverpool. Medical Inspector under the Aliens Order and the Commonwealth Immigrants Act.
). Edwards ...	Boarding Medical Officer (part-time)	1.5.65 resigned 31.12.65	M.B., B.Ch.	Assistant Medical Officer, City of Liverpool. Medical Inspector under the Aliens Order and the Commonwealth Immigrants Act.
. M. Jamaludeen	Boarding Medical Officer (part-time)	1.7.64	L.M.S.S.A., D.T.M. & H., D.P.H.	Assistant Medical Officer, City of Liverpool.
G. McCoy ...	Chief Port Health Inspector	7.6.46	Certificate of the R.S.I. and Sanitary Inspectors Examination Joint Board. Liverpool University School of Hygiene Sanitary Science Certificate. Liverpool University School of Hygiene Meat and Food Certificate. B.O.T. 1st Mate (Foreign-going) Certificate.	—
I. Rodgers ...	Deputy Chief Port Health Inspector	12.12.51	Certificate of the R.S.I. and Sanitary Inspectors Examination Joint Board. Liverpool University School of Hygiene Sanitary Science Certificate. Liverpool University School of Hygiene Meat and Food Certificate.	—
I. O. Parry ...	Port Health Inspector	6.2.56 resigned 30.9.65	M.O.T. Certificate as Master (Home Trade). Public Health Inspectors Education Board Certificate.	—
W. Thomas ...	Port Health Inspector	7.2.56	M.O.T. Certificate as 1st Mate (Foreign-going). Public Health Inspectors Education Board Certificate.	—

Name of Officer	Nature of Appointment	Date of Appointment	Qualifications	Any other Appointments held
Mr. E. M. Dutton ...	Chief Port Food Inspector	10.1.60	Certificate of the R.S.I. and Sanitary Inspectors Examination Joint Board. R.S.I. Meat and Other Foods Certificate.	—
Mr. G. A. Williams ...	Deputy Chief Port Food Inspector	10.1.60	Liverpool University School of Hygiene Meat and Food Certificate.	—
Mr. A. C. Gladdish ...	Port Food Inspector	18.7.30	Liverpool University School of Hygiene Meat and Food Certificate. Liverpool University School of Hygiene Sanitary Science Certificate.	—
Mr. C. Kitchen ...	Port Food Inspector	29.6.33	Liverpool University School of Hygiene Meat and Food Certificate. Liverpool University School of Hygiene Sanitary Science Certificate. National Federation Meat Traders Diploma. R.S.I. Food Hygiene Certificate.	—
Mr. E. Moore ...	Port Food Inspector	18.7.30	Liverpool University School of Hygiene Meat and Food Certificate. Liverpool University School of Hygiene Sanitary Science Certificate.	—
Mr. W. McGeough ...	Port Food Inspector	8.7.55	Diploma Scottish Meat Traders Association. R.S.I. Sanitary Association of Scotland Certificate.	—
Mr. B. D. Jones ...	Port Health Inspector. Port Food Inspector	4.7.64 8.3.65 resigned 30.9.65	Public Health Inspectors Education Board Diploma.	—

Name of Officer	Nature of Appointment	Date of Appointment	Qualifications	Any other Appointments held
. G. M. Gillies ...	Administrative Assistant	6.5.59	L.G.E.B. Promotion Examination.	—
. J. L. Stead ...	Clerical Officer	27.1.64	L.G.E.B. Clerical Examination.	—
s R. E. Harrison ...	Shorthand Typist	27.7.59 resigned 14.3.65	G.C.E. Liverpool College of Commerce Commercial Diploma. Pitmans Shorthand Certificate. R.S.A. Advanced Typing Certificate.	—
s M. J. R. Greitser	Shorthand Typist	2.8.65	Millbank College of Commerce Certificate. Pitmans Shorthand Certificate. Pitmans Business Stage Typing Certificate.	—

In addition to the above staff two Technical Assistants were appointed to fill two vacancies for Port Health Inspectors, as no qualified inspectors could be obtained. Mr. H. A. Jones was appointed on 15th February, 1965, and Mr. K. B. Murray who resigned on 31st December, 1965, was appointed on 8th March, 1965. They both hold M.O.T. Certificates as Masters (Foreign-going).

Ten Rodent Operatives are also employed; Mr. T. M. Rigby (foreman) retired 7th October, 1965 and Mr. J. H. Owens was promoted to foreman on 8th October, 1965. Messrs. A. J. Blance, P. J. Campbell, P. Cooke (resigned 31st December, 1965), A. Guy (resigned 24th December, 1965), J. Jennings, W. Jones, E. Lee (resigned 23rd July, 1965), R. Poel, E. Reeve and J. D. Wilson.

Address and telephone number of the Medical Officer of Health:
Health Department, Hatton Garden, Liverpool 3. CENtral 8433.

The attention of the Council is drawn to the following who resigned as stated above.

Mr. H. O. Parry left this authority to take a post as Port Health Inspector for the Manchester Port Health Authority, at Ellesmere Port.

Mr. B. D. Jones left to take a post as Public Health Inspector in Wallasey County Borough.

SECTION II

TABLE B

AMOUNT OF SHIPPING ENTERING THE DISTRICT DURING THE YEAR 1965

Ships from	Number	Tonnage	Number Inspected		Number of ships reported as having, or having had during the voyage, infectious disease on board
			By Medical Officers	By Port Health Inspectors	
Foreign Ports...	6,662	16,994,809	373	4,534	100
Coastwise ...	4,862	4,832,812	—	326	—
Total ...	11,524	21,827,621	373	4,860	100

SECTION III

TABLE C

CHARACTER OF SHIPPING AND TRADE DURING THE YEAR

PASSENGER TRAFFIC

No. of passengers INWARDS	No. of passengers OUTWARDS
166,043	166,569

(These figures do not include traffic between Liverpool and Northern Ireland.)

CARGO TRAFFIC

Principal Imports	Principal Exports
Flour, grain, etc., sugar, molasses, etc., wood, fruit and vegetables, cotton, ores and scraps, meat, feeding stuffs for animals, tea, butter, cheese, eggs, etc., cocoa, seeds or nuts for expressing oils, copper, coal, oils, fats, resins and gums, hemp, jute, sisal, etc., hides and skins, tobacco, rubber.	Iron and steel manufactures, chemicals and sodas, salt, machinery, pottery, glass and glassware, sugar, molasses, etc., flour, grain, etc., copper, brass, tin, etc., soap and oils, etc., ale, beer, wine, spirits, etc., cement, electrical goods, etc., paper, cardboard, etc., vehicles, aircraft, motor cars, locomotives, etc., bricks, cutlery, hardware, etc., fine goods.

Ships arrive in Liverpool from ports all over the world.

SECTION IV

INLAND BARGE TRAFFIC

The number of barges plying in and about the port of Liverpool is approximately 100, representing an estimated total of 12,000 tons.

CANAL BOATS (Public Health Act, 1936, Part X)

The number of canal boats on the Liverpool Register totals 34.

Only a small number of these are used as dwellings. Most of them are used as day boats, the crews living on board only during the day.

No. of boats inspected	52
No. of boats with contraventions	2
No. of contraventions	12
No. of contraventions corrected	12
No. of boats inspected for registration	2

SECTION V

WATER SUPPLY

There has been no change in the source of water supply for either the seaport or the airport.

During the year a total of 193 samples was taken from 33 ships, for bacteriological examination. Fifty-two samples were considered unsatisfactory and appropriate action taken. There are no water boats in use on the River Mersey but several tug boats are equipped to carry water. These are used in special circumstances only. Good co-operation with Ministry of Transport officials has been maintained.

SECTION VI

PUBLIC HEALTH (SHIPS) REGULATIONS, 1952 to 1963

(1) *List of Infected Areas*

The list of infected ports is as follows: Rangoon, Dar-es-Salaam, Rio de Janeiro, all ports in China, Indo-China, India, Pakistan, Belgian Congo, Liberia, Nigeria (including British Cameroons), Ghana, Colombia and Ecuador. This list is compiled from the Weekly Epidemiological Record of W.H.O. and is notified, in written form, to all offices of H.M. Customs, the river pilotage service and Mersey Docks and Harbour Board.

(2) Incoming vessels from infected ports are required to notify their time of arrival by radio signals, to be sent not less than four and not more than

twelve hours before arrival in the river. Normally this signal is sent when the Mersey Pilot boards the vessel off Anglesey. Special arrangements are then made to board the vessel, which may either be met at the lock entrance or cleared by means of a hired tug while still in the river.

(3) *Notifications Other than by Radio*

Many shipping companies notify the estimated time of arrival of their vessels by letter or by telephone and we are always pleased to receive information on shipping movements. Radio messages from incoming vessels are however always required.

(4) There has been no change in the designated mooring stations allotted for the examination of shipping, although most vessels are examined while under way.

The number of ships visited by the boarding medical officers during the year was 373 of which 274 were from infected ports.

By arrangement with Manchester Port Health Authority, vessels bound for Manchester from infected ports are examined by the Liverpool Port Health Authority in the river. During 1965, 21 of the vessels boarded were bound for Manchester.

(5) (*a*) Cases of infectious disease, other than quarantinable disease, are accommodated in Fazakerley Isolation Hospital.

(*b*) There has been no change in the method of surveillance and follow up of contacts of infectious diseases.

(*c*) Any disinfection which may be required in ships is done by inspectors of the Port Health Authority. During 1965, 60 disinfections after infectious disease were carried out. Infected beds and bedding were removed for steam disinfection.

In last year's report attention was drawn to the necessity for vaccination against smallpox for persons going to countries where the disease might be encountered. The unsatisfactory situation regarding cruise vessels was mentioned. During 1965 there were several instances of persons on cruises refusing to be vaccinated. Some of these were important members of the community, people who could reasonably be expected to set a standard in such an important matter. The result of their refusal, without any

reason, to be vaccinated was that others followed their example. When questioned, their indifference to the fate of their relatives and neighbours, if an outbreak of smallpox did occur, was unbelievable.

A cruise vessel, which had been to North Africa, arrived at Liverpool during the year and out of a total of over 700 passengers, more than 200 did not possess valid vaccination certificates. The fact that there has been no recent outbreak of smallpox in this country should not lull us into a sense of false security and the continued indifference and the refusal to take available precautions against a deadly disease are difficult to understand. It may be that, as has occurred in other instances, it will take a number of deaths to dispel the apathy.

There are persons, for example, those with eczema, whom it is dangerous to vaccinate, and we do not, of course, insist on vaccination in such cases. It seems to be sometimes forgotten however that such persons can get smallpox and so they should not risk this by going to an endemic area. Most of those who have not been vaccinated give very flimsy reasons indeed, and these bear no relation at all to the known medical contra-indications to smallpox vaccination. Some express willingness to be put under surveillance and seem to consider this as a good alternative to vaccination and fail to appreciate that the daily examination involved is carried out in order to detect smallpox if it occurs. They never seem to consider themselves as the possible cause of an outbreak of smallpox.

All persons on board ships from West Africa should be vaccinated for their own protection as well as that of the community here. This includes persons who board at intermediate ports. Some ships come direct from the Canary Islands to Liverpool and the situation in these cases cannot be considered to be the same as that of ships whose journey starts in an endemic area.

SECTION VII

SMALLPOX

No cases of smallpox were landed in the Port of Liverpool during the year, and there was no report of cases having been landed elsewhere from ships later docking in Liverpool.

The new smallpox hospital called Sankey Hospital and situated approximately 3 miles west of Warrington, was officially opened in July, 1962, and any cases of smallpox which arrive in Liverpool will be sent there, using the

ambulance transport of the Liverpool Corporation. The Medical Officer of Health is responsible for the vaccinial state of the ambulance crews, who will be concerned in any smallpox incident. These crews are vaccinated annually and also if an emergency arises.

Smallpox consultants available are:—

Professor Andrew B. Semple, Health Department, Hatton Garden, Liverpool 3.

Dr. T. L. Hobday, 43 Ullet Road, Liverpool 17.

Professor A. W. Downie, Department of Bacteriology, The University, Liverpool 3.

Dr. A. B. Christie, Fazakerley Hospital, Longmoor Lane, Liverpool 9.

Facilities for laboratory diagnosis of smallpox are available in the Liverpool University Bacteriological Department.

SECTION VIII

VENEREAL DISEASE

All cases reported were referred for treatment to the Seamen's Dispensary.

Small cards showing the location of treatment centres with times of treatment are issued, where appropriate, by medical officers and health inspectors, and these are listed below.

VENEREAL DISEASES—TIME-TABLE OF TREATMENT CENTRES

Monday	
Seamen's Dispensary	9.30 a.m. to 1 p.m. and 3 to 5 p.m.
Royal Infirmary	10.30 a.m. to 1 p.m. and 5.30 to 6.30 p.m.
Tuesday	
Seamen's Dispensary	9.30 a.m. to 1 p.m. and 3 to 5 p.m.
Wednesday ...	
Seamen's Dispensary	9.30 a.m. to 1 p.m. and 3 to 5 p.m.
Royal Infirmary	10.30 a.m. to 1 p.m. and 5.30 to 6.30 p.m.
Thursday	
Seamen's Dispensary	9.30 a.m. to 1 p.m. and 3 to 5 p.m.
Friday	
Seamen's Dispensary	9.30 a.m. to 1 p.m. and 3 to 5 p.m.
Royal Infirmary	10.30 a.m. to 1 p.m. and 5 to 8 p.m.
Saturday	
Seamen's Dispensary	9.30 a.m. to 12 noon
Royal Infirmary	By arrangement.

CLINICS IN OTHER MERSEYSIDE AREAS

St. James' Hospital ...	...—Monday and Friday ...	... 2 to 6 p.m.
Tollemache Road, Birkenhead	—Wednesday only ...	... 10 a.m. to 12.30 p.m.

Ministry of Health warning notices are displayed at suitable sites throughout the port.

SECTION IX

CASES OF NOTIFIABLE AND OTHER INFECTIOUS DISEASES IN SHIPS

No cases of cholera, plague, relapsing fever, smallpox, typhus, or yellow fever occurred in the port during 1965.

The s.s. *British Ensign* arrived from Milford Haven in July. An outbreak of enteritis (3 cases) had occurred on the ship before arrival at Milford Haven from Banias (Syria). One man had been removed to hospital in Malta. Specimens of drinking water and faecal samples were taken at Milford Haven. On arrival at Liverpool all but one person had recovered. This patient remained on board under medical treatment, and was quite well although bacteriological examination of stools revealed shigella sonnei. A further case of diarrhoea occurred but bacteriological examination was negative and the only other illness on board this vessel was a case of chickenpox.

During the vessel's stay in this port the drinking water supply was chlorinated, drained off and the tanks refilled with clean water.

In December a man was removed to hospital from the *Empress of England* as a suspected case of paratyphoid fever. Faecal specimens were taken from 45 members of the catering staff and found to be negative. The water supply was sampled and found satisfactory. It was later ascertained that the patient did not have paratyphoid.

Typhoid Fever

In last year's report an account was given of an incident in which the captain of a ship certified that his ship had no sick person on board, when this was not the case. In fact an Indian seaman on board was ill and later was diagnosed as a case of typhoid fever. No further cases occurred. In view of the serious nature of the occurrence and the obvious danger to the community legal proceedings were instituted against the captain concerned. He was found guilty and fined £50.

TABLE D

The number of cases of infectious disease landed from vessels arriving at Liverpool and those occurring in Liverpool-bound ships which were disposed of before arrival, are shown in the following tables:

CASES OF INFECTIOUS SICKNESS LANDED FROM VESSELS DURING 1965

Diseases	No. of Cases during Year		No. of Vessels concerned
	Passengers	Crew	
Quarantinable Diseases			
Cholera	—	—	—
Plague	—	—	—
Smallpox	—	—	—
Typhus Fever	—	—	—
Yellow Fever	—	—	—
Relapsing Fever	—	—	—
Other Infectious Diseases			
Chickenpox	3	6	7
Dysentery	—	1	1
Gastro-enteritis	5	11	9
Infective Hepatitis	—	3	3
Influenza	2	—	1
Malaria	1	3	4
Measles...	1	—	1
Mumps	3	1	3
Pneumonia	4	3	7
Pyrexia (unidentified)	1	5	5
Scarlet Fever	—	1	1
Tuberculosis	1	7	8
Totals	21	41	50

CASES OF INFECTIOUS SICKNESS OCCURRING IN VESSELS DURING THE VOYAGE BUT DISPOSED OF PRIOR TO ARRIVAL. YEAR 1965

Diseases	No. of Cases during Year		No. of Vessels concerned
	Passengers	Crew	
Quarantinable Diseases			
Cholera...	—	—	—
Plague	—	—	—
Smallpox	—	—	—
Typhus Fever	—	—	—
Yellow Fever	—	—	—
Relapsing Fever	—	—	—
Other Infectious Diseases			
Chickenpox	21	1	13
Dysentery	—	4	4
Gastro-enteritis	3	1	2
German Measles	1	—	1
Glandular Fever	1	—	1
Infective Hepatitis	2	3	4
Influenza	—	6	4
Malaria	3	4	6
Measles...	8	—	6
Mumps	3	—	3
Pneumonia	—	2	2
Pyrexia (unidentified)	—	1	1
Tuberculosis	1	2	3
Totals	43	24	50

CASES LANDED FROM COASTWISE VESSELS

Diseases	No. of Cases during Year		No. of Vessels concerned
	Passengers	Crew	
—	—	—	—

SECTION X

OBSERVATIONS ON THE OCCURRENCE OF MALARIA IN SHIPS

Nine cases of malaria or suspected malaria were reported from 7 ships during 1965.

SECTION XI

MEASURES TAKEN AGAINST SHIPS INFECTED WITH OR SUSPECTED FOR PLAGUE

No rodent plague was discovered either in ships or ashore.

SECTION XII

MEASURES AGAINST RODENTS IN SHIPS FROM FOREIGN PORTS

The port is divided into districts and a port health inspector, a rat-searcher and a rat-catcher are allotted to each district. The rat-searcher looks for evidence of rats and detects rat harbourages and the rat-catcher deals with any infestation found, and in addition obtains samples of the rat population for bacteriological examination. Special precautions are taken in or near ships trading with plague-infected ports. Each rodent operative is given specific tasks daily to be carried out at set times, and the work is checked by the Deputy Chief Port Health Inspector.

RATGUARDS

Foreign-going ships, whether arriving from abroad, or proceeding coast-wise are visited as soon as possible after arrival by a port health inspector, and advised to fit ratguards on all moorings.

1. **Procedure for Inspection of Ships for Rats**

(*a*) Enquiries and inspection by port health inspectors or technical assistants.

(*b*) Routine searching by rat-searchers, who search ships on arrival, and also make periodic revisits during the discharge of cargo. Coastal shipping and harbour craft are searched periodically.

(*c*) When application is made for a deratting or deratting exemption certificate the ship, when empty, is searched throughout.

(*d*) Immediate investigation is undertaken when reports of infestation are received from shipowners, agents, ship masters and officers, dockworkers or privately employed rat-catchers.

2. **Arrangements for the bacteriological or pathological examination of rodents with special reference to rodent plague**

Any rats suspected of being plague infected, or any rats found dead without visible marks of violence are dipped in paraffin, labelled, and taken immediately for bacteriological examination.

Foreign-going ships entering the port are visited by a port health inspector and a rodent operative as soon as possible after docking. Traps are set in all ships from plague-infected ports and also in other foreign-going ships where rat evidence is detected or reported.

3. **Arrangements in the district for deratting ships, the methods used, and if done by a commercial contract, the name of the contractor.**

Agents or owners of ships found to be infested with rats are, in their own interests, advised to take appropriate action, even if the ship holds a valid international deratting or deratting exemption certificate, or rodent control certificate.

Many of the larger shipping companies employ rodent operatives under private contract, whilst others employ rodent exterminators as required.

Deratting in ships

(*a*) Routine trapping by port health rodent operatives.

(*b*) Trapping and/or poisoning by rodent operatives, employed by shipowners or agents.

(*c*) Fumigation with hydro-cyanic acid gas or sulphur dioxide.

Principal Contractors

The principal contractors carrying out rodent exterminations and fumigations in the port, approved by the Port Health Authority are:—

(*a*) Rat-catching. Rentokil Laboratories Limited.
Hivey Fumigation Company.
A. Sewell.

(*b*) Fumigations Rentokil Laboratories Limited.
Hivey Fumigation Company.

Deratting on dock premises

(*a*) Routine trapping and poisoning by port health rodent operatives.

(*b*) Routine trapping and poisoning by rodent operatives employed by the Mersey Docks and Harbour Board.

(*c*) Trapping and poisoning by private contractors employed by shipping companies and warehouse owners.

4. Rat Proofing

When temporary or permanent harbourage is discovered in ships, the master and the owners (or agents), are informed and advised how to eliminate it. Before a deratting or deratting exemption certificate is issued an effort is made to ensure that a ship is made reasonably rat proof. Any rat harbourage present is entered on the certificate. Temporary harbourage consisting of accumulations of dunnage wood, cargo mats and stores of all kinds, is very prevalent and receives constant attention.

TABLE E

RATS DESTROYED

Rodents Destroyed During the Year 1965 in Ships from Foreign Ports

Category	Number
Black Rats	416
Brown Rats	5
Species not known	—
Sent for examination	84
Infected with plague	—

Rodents Destroyed During the Year 1965 in Docks, Quays, Wharves and Warehouses

Category	Number
Black Rats	635
Brown Rats	892
Species not known	—
Sent for examination	52
Infected with plague	—

Number of mice destroyed in vessels	251
Number of mice destroyed on quays	717
Number of mice examined from vessels and quays	49

In addition to the above, 3,096 rats and 115 mice were caught and destroyed by the Dock Board rat-catchers and private agencies.

Number of Visits to Vessels by Rat-Catchers	4,376
Number of Visits to Vessels by Rat-Searchers	6,057
Number of Visits to Quays, Sheds, etc., by Inspectors ...	2,630
Number of Visits to Quays, Sheds, etc., by Rat-Searchers ...	2,085
Number of Visits to Quays, Sheds, etc., by Rat-Catchers ...	20,746

TABLE F

DERATTING CERTIFICATES ISSUED

Deratting Certificates and Deratting Exemption Certificates Issued During the Year 1965

Number of Deratting Certificates issued after Fumigation with			After Trapping, Poisoning, etc.	Total	No. of Deratting Exemption Certificates issued	Total Certificates issued
H.C.N.	Sulphur	H.C.N. and Sulphur				
21	9	—	—	30	627	657

During the year 23 Rodent Control Certificates were issued to coastwise vessels.

SECTION XIII

INSPECTION OF SHIPS FOR NUISANCES

The shortage of qualified port health inspectors mentioned in the Annual Reports for 1963 and 1964 has continued. The situation has in fact deteriorated, due mainly to the unfavourable remuneration of those employed by this Authority as compared with other areas.

TABLE G

INSPECTIONS AND NOTICES

Year 1965

Nature and Number of Inspections		Notices Served		Result of Serving Notices	
		Statutory	Other Notices		
Nature of Inspection					Nuisances
Dirty Crew Quarters	—	none	35	35	Remedied
Verminous Quarters...	—	,,	1,174	1,140	,,
Dirty Washhouses or W.C.'s ...	—	,,	19	15	,,
Foul Water Tanks	—	,,	—	—	,,
Foul Bilges	—	,,	—	—	,,
Foul or Choked W.C.'s	—	,,	5	5	,,
Accumulations of offensive refuse ...	—	,,	9	9	,,
Dirty Pantries and Galleys	—	,,	4	4	,,
Dirty Storerooms	—	,,	3	3	,,
Leaky Deckheads	—	,,	—	—	,,
Defective Heating System	—	,,	—	—	,,
Defective Bulkheads...	—	,,	3	3	,,
Defective Portlights, Skylights, etc.	—	,,	9	9	,,
Defective or Inadequate Ventilation	—	,,	—	—	,,
Defective Deck Covering	—	,,	—	—	,,
Gear Stowed in Crew's Quarters ...	—	,,	—	—	,,
Damp Quarters	—	,,	3	3	,,
Rat Harbourage	—	,,	—	—	,,
Defective W.C. Fittings	—	,,	5	5	,,
Defective Soil Pipes	—	,,	3	3	,,
Defective Waste Pipes or Scuppers	—	,,	8	8	,,
Defective Washing Facilities ...	—	,,	3	3	,,
Inadequate Lighting	—	,,	—	—	,,
Smoke Nuisances	—	,,	42	42	,,
W.C.'s discharging on Quay ...	—	,,	70	70	,,
Miscellaneous...	—	,,	18	15	,,
Number of Inspections	4,860				
Total	4,860	—	1,413	1,372	,,

NATIONALITY OF SHIPS VISITED

YEAR 1965

Nationality	Visits	Re-visits	Total
British	2,615	113	2,728
Dutch	420	4	424
Norwegian	251	9	260
West German	247	8	255
Greek	151	21	172
Spanish	128	5	133
Liberian	114	13	127
Danish	113	3	116
Swedish	102	1	103
Indian	80	5	85
Russian	74	1	75
Irish Republic	59	1	60
American	46	1	47
Finnish	42	1	43
Japanese	42	—	42
Polish	40	1	41
French	35	3	38
United Arab Republic	34	7	41
Argentinian	20	1	21
Belgian	19	—	19
South African	17	2	19
Panamanian	16	8	24
Lebanese	16	3	19
Israeli	16	—	16
East German	15	—	15
Sudanese	15	5	20
Italian	13	3	16
Pakistani	13	2	15
Nigerian	13	1	14
Yugoslavian	13	1	14
Swiss	12	—	12
Rumanian	9	—	9
Turkish	9	—	9
Bulgarian	8	—	8
Icelandic	8	—	8
Chilean	7	—	7
Brazilian	6	1	7
Ghanian	4	—	4
Persian	4	—	4
Burmese	3	—	3
Maltese	2	—	2
Moroccan	2	—	2
Canadian	1	—	1
Columbian	1	—	1
Faroese	1	—	1
Haitian	1	—	1
Iraqi...	1	—	1
Philippine	1	—	1
Chinese	1	—	1
Totals	4,860	224	5,084

INSPECTION OF DOCK PREMISES

Routine inspection of dock premises was not possible during the year, owing to shortage of staff as mentioned above.

Rebuilding and modernisation of premises in the entire port area is still proceeding and new dock sheds are nearing completion at South Vittoria Dock, Birkenhead, and East Harrington Dock, Liverpool. Permanent wash-places provided with hot and cold water, liquid soap and paper towels have been constructed for the use of dockworkers at many places throughout the port including berths where food cargoes are customarily handled.

It may be noted from the following table that the number of nuisances arising from accumulated refuse remains high. It is hoped that this may be remedied in the near future by the use of modern equipment for both storing and removing refuse. The following defects were observed and remedied.

Description of Premises	Defective or Inadequate					Structural Defects	Rat Harbourage	Rat Infestation	Accumulated Refuse	Noxious Effluvia	Dirty Conditions	Verminous Conditions	Damp Conditions	Water Supply	Miscellaneous
	Lighting	Heating	Ventilation	W.C. Accommodation	Drainage										
Dock Sheds	—	—	—	—	1	—	34	96	31	—	19	—	—	—	—
Quays ...	—	—	—	—	—	—	5	8	99	—	3	—	—	—	—
Roadways ...	—	—	—	—	5	—	2	—	264	1	6	—	—	—	—
Canteens ...	—	—	—	1	7	9	6	22	10	—	21	3	—	—	37
Factories ...	—	—	—	—	—	—	—	1	—	—	—	—	—	—	—
Warehouses	—	—	—	—	—	—	3	21	—	—	—	—	—	—	—
Latrines ...	—	—	—	1	3	—	—	—	—	—	45	—	—	—	2
Airport ...	—	—	—	—	—	1	1	3	—	—	2	—	—	—	—
Total ...	—	—	—	2	16	10	51	151	404	1	96	3	—	—	39

The Food Hygiene (Docks, Carriers, Etc.), Regulations, 1960

These Regulations provide that every berth where food, liable to contamination, is handled should be clean and suitable, and that appropriate equipment, washing facilities and protective clothing for dock workers are provided.

During the year 201 ships arrived in the port carrying consignments of "open food".

In each case the berth was inspected by a port health inspector prior to discharge and in no less than 156 cases the berth required cleansing and the moving or covering of other cargo.

The following measures have been adopted, or are in hand to ensure cleanliness and compliance with the above Regulations.

(1) The Mersey Docks and Harbour Board supply the Chief Port Health Inspector with a daily list of all vessels due to discharge, giving the name of the vessel, berth, agent and cargo.

(2) The Chief Inspector is also informed by the Traffic Department when any meat cargo is due, and the proposed discharging berth.

(3) The Deputy Chief Port Health Inspector inspects any proposed berth and satisfies himself that the berth is suitable and the Harbour Board is notified of any requirements concerning cleansing or possible precautions against contamination from other cargo.

(4) Certain berths, namely S.E. and S.W. Huskisson 3 Dock and S.W. Canada Dock, are priority berths for meat cargoes. A berth at N.E. Alexandra 2 Dock is being re-constructed as a meat berth.

(5) Suitable washing facilities with liquid soap and hot and cold water have been provided at meat berths and are gradually being constructed throughout the port. (Waterless handwashers were provided as a temporary measure).

(6) Employers provide protective clothing for all dock and transport workers handling meat in dock sheds.

(7) Master porters have agreed to use suitable equipment for handling meat carcases e.g., metal sledges to keep the meat off the ground, and painting bogey tops etc., with hard impervious paint. (Rope net slings are no longer allowed).

(8) Van and truck interiors are inspected when staff position permits.

(9) Experiments have been carried out by one firm with a conveyor belt system, bringing food cargoes from the ship and through the shed to road transport. Further work on this is in hand. Experiments are also in hand for improving the surfaces of inspection table tops.

(10) Specially lighted inspection bays have been fitted in the S. Huskisson 3 Dock Shed.

(11) The Harbour Board have provided a new mobile vacuum sweeper for the meat berths, which has proved useful before and during discharge.

SECTION XIV

Public Health (Shellfish) Regulations 1934/48

Warning notices that "Shellfish taken from this area are likely to be polluted and could cause serious illness to those consuming them", are erected at suitable sites on the Lancashire and Cheshire approaches to the shore on each side of the River Mersey.

The notices, which are exposed to the sea and weather, often become partly obliterated and occasionally damaged or removed and were replaced or sited where necessary during the year.

No cases of food poisoning or other sickness resulting from the consumption of shellfish were reported. No prosecutions were instituted.

SMOKE CONTROL

Clean Air Act 1956. The Dark Smoke (Permitted Periods) (Vessels) Regulations 1958

During 1965 the attention of the Master or Chief Engineer of 42 vessels had to be drawn to the above Regulations. In every case the nuisance was abated and no proceedings were instituted.

DOCK CANTEENS

The Port Health staff is responsible for the inspection of these canteens.

During the year 1,149 separate inspections were made and 116 defects noted and abated.

Canteens owned and operated by shipping companies for their dock employees maintained their usual high standard.

Good co-operation has been maintained with officials of the Mersey Docks and Harbour Board, and canteen owners and operators. Two new canteens now under construction will replace "Nissen" huts.

RADIOACTIVE MATERIALS

All ships visiting the port and carrying this type of cargo were visited by a Port Health Inspector.

Information is received from the Mersey Docks and Harbour Board concerning ships entering and leaving the port with this type of cargo, and giving the amount of radioactive or other potentially dangerous cargo to be loaded or discharged.

The amount of radioactive cargo, stowage, handling, destination, marking of packages, distance from crew accommodation and proximity to foodstuffs is noted. In the event of spillage or damage temporary safety measures are instituted and the appropriate authorities notified.

During the year 90 ships were visited, of these 62 were loading and 28 discharging cargo. Two cases of spillage occurred. In one of these spillage occurred in the hold of the ship following damage to drums during discharge. The area was cleared and the damaged drums and contaminated dunnage were removed by officials of the United Kingdom Atomic Energy Authority. The hold and the adjacent quay were decontaminated.

In the other incident six drums fell on the quay during unloading and were damaged. The whole area was decontaminated and the drums together with sweepings and the wooden tray sling were removed by the U.K.A.E.A.

A consignment of onions stored in the dock shed was taken and found negative for radioactivity. It was removed from the shed.

SECTION XV
MEDICAL INSPECTION OF ALIENS AND COMMONWEALTH IMMIGRANTS

Medical Officers holding Warrants of Appointment as medical inspectors of Aliens and Commonwealth Immigrants are:—

Professor Andrew B. Semple.

Dr. J. B. Meredith Davies.

Dr. A. J. Graham.

Dr. T. A. Conroy.

Dr. O. Edwards (resigned 31.12.65)

No other staff are regularly engaged on this work, though the medical officers may be assisted by health visitors from the City staff when necessary. Normally, immigration officers refer to the medical officers any passengers whom they have reason to believe may require examination under the Aliens Order or the Commonwealth Immigrants Act; a medical officer is therefore always present during the disembarkation of passengers.

Details of Aliens and Commonwealth Immigrants during 1965

Total number of vessels carrying alien passengers	1,784
Number of vessels dealt with by the Medical Inspectors	119
Number of aircraft dealt with by the Medical Inspectors	—
Total number of aliens landed in the Port	7,703
Number subjected to detailed examination by Medical Inspectors...	30
Certificates issued by Medical Inspectors	2
Total number of Commonwealth Immigrants landed in the Port ...	5,990
Number medically examined	204
Certificates issued by Medical Inspectors	4

Medical inspection of alien and Commonwealth immigrant passengers is normally conducted either in the ship itself, or, in relation to aircraft, in the examination room at Liverpool Airport.

SECTION XVI

MISCELLANEOUS

If notice is received that a death has occurred aboard a ship, following a quarantinable infectious disease, the Medical Officer informs H.M. Customs and the Ministry of Transport. The body is isolated aboard the ship until suitable arrangements have been made for removal direct to the cemetery: wherever possible the relatives are strongly urged to agree to cremation.

Disinfection is carried out in all cases by the Port Health staff.

NAUTICAL CATERING COLLEGE

The first College in Britain to be built specifically for Nautical Catering Training was officially opened on 2nd November, 1965, by Mr. D. F. Martin-Jenkins, T.D., President of the Chamber of Shipping of the United Kingdom.

It was built and equipped by the Liverpool Education Committee and replaces converted premises which had become too small and inconvenient

to provide for the ever-increasing demand of shipping companies for more and better trained sea catering personnel.

The Liverpool Nautical Catering College was founded in 1892 as the Seamen's Cookery School, changing its name to the Nautical Training School for Ship's Stewards and Cooks in 1918. In June 1960 the School was renamed the Nautical Catering College.

The new building has enabled the college to increase its student intake from some 60 to about 250 to be trained at any one time. The actual number of students trained in a year will be far greater, since the college offers a great number and variety of courses. These range from the very basic pre-sea training to the most advanced level in catering.

The College has some 8 training kitchens, a lecture theatre, classrooms, a library, a 1st Class Cabin and Lounge, Laundrette, and common rooms for male and female students. The refectory and restaurant provide the stewarding trainees with valuable serving and table waiting experience.

With the co-operation of the Shipping Federation the College is now offering a comprehensive course of training for Chief Stewards and prospective Chief Stewards. In this course, the College Staff lecturers are augmented by many visiting specialist lecturers, amongst whom is the Principal Medical Officer, Port Health Authority, Liverpool, who addresses the students on Port Medical Procedure, Medical Care on Board Ship and Personal and Food Hygiene.

Students in this course also receive instruction in First Aid by the British Red Cross Association.

FOOD INSPECTION
GROUNDNUTS IN SHELL

It may be remembered that in last year's Annual Report a full explanation was given of the reason why this commodity had to be carefully examined before release for human consumption. It was said then that about 12,000 tons of shelled groundnuts annually came to this port and it was explained that a toxic substance, called aflatoxin, had been found to result from the growth of a mould on damaged kernels with a high moisture content.

This year we have examined 30 consignments of groundnuts in shell totalling 1,352 tons, 9 cwts. and sent 64 samples to the analyst. Of these samples, two showed 2·5 parts per million of aflatoxin, a third 0·6 and a

fourth less than 0·05 p.p.m., which is our accepted standard. A further sample was examined because of the variation in readings and here again the standard was exceeded (0·2 p.p.m.) and the consignment concerned was rejected and re-exported to Valencia in Spain on 19th November.

A second consignment of 3,000 × 28-lb. bags from Eritrea, on sampling on 24th December, was found to exceed the standard set and was therefore prohibited for use for human consumption and was returned to the country of origin.

The countries sending these nuts were Brazil (2 consignments), Eritrea (22), Libya (5) and one from Egypt.

We have continued to check the discharging of consignments of groundnut kernels, stated to be for the confectionery trade, in order to prevent spilled kernels from damaged bags contaminated by dirt, being sold for human consumption. 11,569-lbs. of loose-collected dirty nuts were rejected this year. A small quantity was destroyed but the remainder was diverted for animal feeding purposes under supervision. It should be noted however that groundnuts found to have a high aflatoxin content cannot be used for animal feeding purposes.

A quarterly report on our examination of all types of nuts is made to the Ministry of Health.

BRAZIL NUTS

One thousand four hundred tons, as a bulk cargo, were discharged from the vessel *Dunstan* on 6th August, and in accordance with the usual practice these nuts were riddled to eliminate foreign matter, such as dust, broken shells, etc., and at the same time the nuts were examined under the supervision of a food inspector and mouldy nuts extracted.

Approximately 10½ tons of mouldy nuts were isolated and rejected by the inspector and as a matter of interest we drew samples from each category in order to find if these nuts were affected by aflatoxin. As expected the sound nuts were free of this toxic substance but the mouldy nuts showed a considerable amount of aflatoxin and were taken out to sea and dumped.

These samples were, of course, taken on an informal basis since we have not had instructions from the Ministry of Health in relation to formal sampling such as is the case with groundnuts.

Hazel Nuts

A consignment of hazel nuts in shell from Belfast on 29th September, on quay examination, were found unsatisfactory and were removed under detention, to a warehouse where 100% examination showed 80% of the shells contained kernels which were very mouldy. Again an informal sample was examined by the City Analyst but no aflatoxin was found.

All these nuts were disposed of at Sefton Tip and it is interesting to know that this consignment had originally been consigned from London to Belfast.

Desiccated Coconut

From Ceylon

The system of preventive check sampling without detention, which was started in June 1963 was continued throughout the year under discussion by submitting about 50 samples every month to the Public Health Laboratory for examination for the presence of salmonella organisms which, it will be remembered, cause a great source of worry and led to the rejection of thousands of tons of this commodity.

During the year a total of 604 samples was examined, and of these, only two were found positive, one with S. rubislaw and the other with S. tennessee. This represents an infection rate of 0·331% of all samples examined and an increase on that recorded for the previous year which was 0·17%, but which compares favourably with the infection rates recorded for the three years prior to 1964.

The two positive results were, in accordance with our usual practice, referred to the Ceylon Authorities who were informed of the identity of the establishments, as indicated by the code numbers on the packages of the offending material, and they were then able to take steps to prevent recurrence of the infection in produce from these establishments.

Only a very small quantity of desiccated coconut arrived in Liverpool from the Philippines this year. Twelve samples examined all proved negative on examination for salmonella.

MEAT AND MEAT PRODUCTS

Meat from Australia

In February a consignment of 318 cartons of boneless cow beef arrived at Liverpool. On 100% examination, 76 cartons totalling 5,292 lbs. were rejected because of decomposition. There was no evidence that the deterioration had taken place during transit from Australia to Liverpool.

Eight of 173 carcases of mutton landed in March showed caseous lymphadenitis and 8 joints (63 lbs.) were rejected.

A consignment of 80 cartons of frozen boneless brisket beef, which arrived in July, showed evidence of onchocerciasis; 27 pieces totalling 60 lbs. were found to be affected and were rejected as unfit for human consumption. In the same month, a consignment of 806 cartons of boneless lamb sides was examined and showed evidence of caseous lymphadenitis and decomposition. In all, 846 pieces, totalling 4,975 lbs., were rejected because of decomposition, and 7 sides (68 lbs.) because of caseous lymphadenitis.

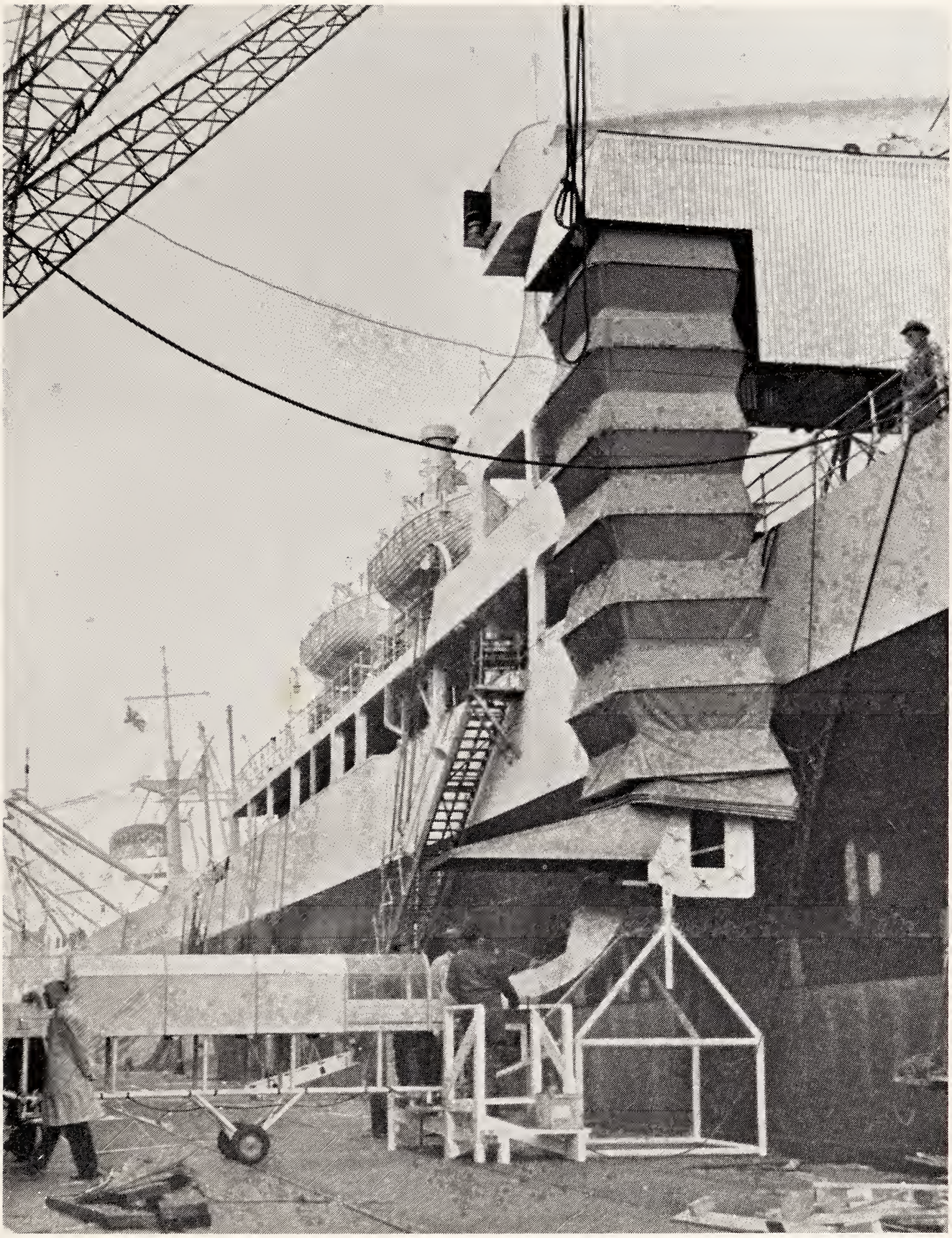
Meat from New Zealand

During the year 4 consignments of wether mutton carcases showed caseous lymphadenitis. Out of a total of 2,922 carcases, 1,993 lbs. of meat were rejected from 168 carcases affected.

Two consignments of boneless mutton were found to contain prohibited scrap meat, i.e., small pieces of such shape or in such condition as to afford insufficient means of identification with a definite part of the carcase. The first consignment, 293 cartons (60 lbs. each) had an average of 20·23% of scrap meat. This was rejected and totalled 4,167 lbs. In the second case, 3% by weight, (141 lbs.) were rejected from 78 similar cartons.

Meat from United States of America

A consignment of 250 cartons of frozen sheep livers arriving in January showed evidence of decomposition and seventy cartons (2,800 lbs.) were rejected. Decomposition was found in a consignment which arrived in April and the whole consignment, 234 cartons of frozen beef livers, totalling 4,923 lbs., were rejected. Two further consignments of frozen beef kidneys, one of 55 cartons and the other of 58 cartons showed evidence of decomposition. The total of meat rejected was 361 kidneys (324 lbs.) from the first consignment and 253 kidneys (283 lbs.) from the second.



New unloading equipment for meat in use at Huskisson Dock. The bridge of the equipment, telescopic elevator and conveyor leading to the meat shed are shown.

Photograph by kind permission of the Journal of Commerce and Shipping Telegraph Limited.

Meat from Yugoslavia and Czechoslovakia

Yugoslavia canned meat

During the year consignments of canned meat arrived from Yugoslavia. This is not a new import and it has been the subject of comment in previous Annual Reports. In 1961 during the first three quarters of the year, 1,408, 2,949 and 543 tins respectively were rejected as they were blown and burst. In the last quarter of that year only 26 tins were rejected. In 1962 the standard fluctuated, there being none rejected in the first and third quarters, but 504 and 542 tins were rejected in the second and fourth quarters respectively. In the first quarter of 1965 the situation deteriorated again and 2,189 tins were rejected because they were blown and burst and tainted and from April to December 876 tins were similarly dealt with.

The packages containing this canned meat are labelled " Keep under Refrigeration ". In spite of this, the consignments arrive in unrefrigerated ships and are subsequently stored in unrefrigerated warehouses. In these circumstances the possibility of food-poisoning due to these canned meats must be considerable. This type of canned meat should be kept under refrigerated conditions from the time of preparation until the time of consumption. This is the conclusion of a Report on " Pathogenic Organisms in Relation to Canned Meats " published by the British Food Manufacturing Industrial Research Association. (May 1963).

Canned Hams from Czechoslovakia

Three consignments of canned hams each consisting of 80 cases arrived in June, July and August. Each case contained 6 tins each weighing 11 lbs. The tins showed no abnormality at the time of arrival. In October, however, complaints from customers drew attention to the contents of the tins. Samples sent to the Public Health Laboratory were reported as contaminated with organisms in uncountable numbers.

The consignments were rejected and allowed to be returned to the packers in Czechoslovakia. Total rejects were 240 cases, containing 1,440 tins, totalling 15,840 lbs.

These tins are also pasteurised and should be kept under refrigerated conditions as mentioned in the previous section concerning Yugoslav meat.

It is hoped that as a result of representations made by this Authority new legislation will be formulated to deal with the problem posed by the present situation in regard to pasteurised canned hams from Yugoslavia and Czechoslovakia.

OFFICIAL CERTIFICATE PROCEDURE

Several cases occurred during 1965 of irregularities in connection with the Recognised Official Certificate procedure, which is controlled by the Public Health (Imported Food) Regulations 1937 and 1948. Some of these were similar to those reported in the 1964 Annual Report. The situation was complicated by a number of factors. The Ministry of Agriculture, Fisheries and Food allowed a further extension before enforcing changes in certain official certificates. In some instances the certificates attached to the consignment were valid at the time of export from the country concerned, but not correct at the time of arrival here. Such consignments were allowed in, unless there was some additional factor. Some countries, from which we import meat, decided during the year to change the numbers of the establishments producing meat. The ensuing confusion had to be sorted out by our inspectors.

New legislation regarding Official Certificates is likely in the near future and will, it is hoped, enable the process of meat importation to proceed without avoidable delay.

Meat and Meat Products from Australia

The vessel *Cumberland* arrived at Liverpool in February with a consignment of 215 cartons of frozen sheep kidneys and another consignment of 50 cartons of frozen lamb sweetbreads. These two consignments did not have the correct Official Certificate but had a certificate which had been revoked from 1.12.64. They were therefore detained, but were released following representation by the Commonwealth Veterinary Officer.

During the year 4 consignments of oleo beef stearine in drums arrived. The drums did not bear the Official Certificate of the country of origin, and were therefore detained. They were later released on receipt of a written guarantee that they would be used for purposes other than human consumption.

In July a consignment of 3 casks of sheep casings arrived in the vessel *Tantalus*. The establishment number on the Official Certificates on the casks

was not one approved in respect of casings. The consignment was therefore detained, but subsequently released on advice from the Ministry of Agriculture, Fisheries and Food that the establishment number concerned was approved but that the relevant Circular had not yet been published.

A similar incident in September involved 300 cartons of canned corned beef from the vessel *Pipiriki*. The establishment number was not one approved in respect of canned meat. The consignment was released on advice from the Ministry of Agriculture, Fisheries and Food that recognition of the establishment number concerned would be published shortly.

Meat from Argentina

The vessel *Rio Primero* arrived in April having on board 359 bags of frozen ox tongues and 845 bags of frozen ox livers. The packages did not bear the Official Certificate of the country of origin. A stamp had been applied but was indecipherable, and an establishment number could not be distinguished. The consignment was detained. It was later released, following receipt of a bulk certificate issued by the Argentine authorities showing the production establishment number.

Meat and Meat products from China

In July, 2 consignments of canned pork luncheon meat and one of canned pork tongues and luncheon meat arrived from China. In each case the establishment number (13) on the Official Certificates was not one approved in respect of canned meat. They were therefore detained. Following advice from the Ministry of Agriculture, Fisheries and Food that owing to renumbering of establishments, No. 13 was now in fact No. 5, an approved establishment for canned meats, the consignments were released.

Another consignment of 20 barrels of salted hog casings bore an establishment number which had been revoked. This was released on advice from the same Ministry that the application of the Circular which revoked the establishment number concerned, was deferred.

In November a consignment of 50 cases of canned pork sausages was detained as the establishment number on the Official Certificate had been revoked. It was subsequently shown that the consignment had been shipped before publication of the relevant notice and so the consignment was released.

A consignment of 150 cartons of canned sausage and 30 cartons of canned taro and pork which arrived without an Official Certificate was released on receipt of certificates from the Chinese authorities.

Two consignments of salted hog casings which did not have an Official Certificate were re-exported to Spain.

Meat from Denmark

A consignment of 740 cartons of canned ham from Denmark arrived in the vessel *Saxonia* from U.S.A. The ham was not admitted into U.S.A. due to overfilling and insufficient vacuum in the cans. It had no Official Certificate and so was detained and later re-exported to Hamburg.

Meat from Hungary

A consignment of 15 cases of canned ox tongue which arrived without an Official Certificate was returned to Hungary. Another consignment of canned chopped pork which arrived with incomplete certificates, the establishment number having been omitted, was released on receipt of a letter from the Hungarian Embassy supplying the missing number.

A further consignment of canned meat did not have an approved establishment number. It was released after confirmation of the establishment number as now approved, though previously not on the list of approved establishments.

Meat from Rhodesia

Two consignments of canned meat from Rhodesia were detained because the Official Certificates were not in the prescribed form. The Ministry of Agriculture, Fisheries and Food advised however that the certificate used would shortly be recognised. The consignment was released.

Meat Products from Sweden

Two consignments of lard in drums were detained as the certificate had not approved establishment numbers. They were later released at the request of the Ministry of Agriculture, Fisheries and Food.

Meat Products from Switzerland

Three consignments of lard in drums were detained because of incorrect Official Certificates. One was released on receipt of an affidavit from the Authorised Government Veterinary Officer of Zurich and of the Official

Certificates. The other 2 were released on receipt of satisfactory certificates and documentary proof that the consignments had been shipped before publication of the relevant notice in the London Gazette.

Four hundred and fifty cartons of canned ravioli were detained owing to confusion over the re-numbering of establishments. They were released when evidence was presented by the Swiss Federal Veterinary Office that the certification of the consignment had taken place before this re-numbering had occurred.

Meat from U.S.A.

In March, 2 consignments (967 and 1,000 cartons respectively) of frozen beef kidneys arrived at the port without an Official Certificate. They were released following a visit by the Staff Officer of the U.S.A. Meat Inspection Division, Department of Agriculture, who certified that the goods were eligible for export certification, and that Official Certificates would have been issued had they been requested before shipment.

Three other consignments of frozen beef kidneys were detained because of incorrect certificates. These certificates had been revoked as from 1.10.64. This date was later postponed to 1.3.65 as stated in last year's Annual Report, to allow time for exporters to adopt the new certificate. One of these consignments was re-exported to Rotterdam, the other 2 which showed evidence of decomposition were to be either re-exported or diverted for purposes other than human consumption.

EDIBLE ANIMAL FAT CONVEYED IN BULK

(1) Imports of this commodity have maintained the high level reached last year (see below) but a notable feature of these imports is the reduction in the bulk lard from the U.S.A. which has been compensated to some extent by an increase in imports from Europe, that is to say from Belgium, France, Italy and West Germany.

Origin	U.S.A.		Europe	
Year	1964	1965	1964	1965
Number of Ships	74	43	5	39
Number of Consignments ...	262	132	8	75
Tonnage	136,250	72,883	2,774	30,412

(2) No difficulties occurred during the course of the year in respect of bulk lard from U.S.A. but the food inspectors and the importers were presented with many problems in connection with the Official Certificates of much of the European lard in bulk simply because the lard is shipped from a country which is not the country of origin of the lard and is brought in road or rail tankers to the ship or to static tanks to await shipment and different consignments are eventually put into one ship's tank so that the same ship may carry lard in bulk from two or more countries. This results therefore, in the different consignments losing their identity and the Official Certificates applicable to each consignment, which are collected at the ports of shipment and sent with the ship, are really worthless.

(3) Recommendation has been made by this Authority that the legislators provide for a satisfactory Official Certificate procedure on the basis of one certificate in respect of each ship's tank. Each certificate should identify the ship and tank, should state the quantity of edible fat in a tank, and, in addition, there should be a declaration stating that the tank was inspected before loading and found to be clean and suitable for the carriage of this material.

IMPORTED EGG AND EGG PRODUCTS

Australian Frozen Liquid Egg

A large consignment totalling 4,000 x 28 lb. tins was discharged from the vessel *Paparoa* at West Langton Dock on 29th March, 1965. It was the fourth consignment of this produce to arrive from overseas since the Liquid Egg (Pasteurisation) Regulations 1963, became operative on 1st January, 1964.

Twelve samples were drawn and submitted on 1st April to the Public Health Laboratory for the Alpha Amylase test which is used to show whether or not imported liquid egg has been properly pasteurised.

All the samples satisfied the requirements of the test but, unfortunately, one was positive and found to have present in it Sal. typhimurium, a most dangerous food-poisoning organism, when at our request, the samples were examined by the bacteriologist and we were able to show that the positive sample was drawn from a tin which was part of a batch composed of 384 tins all similarly coded and these tins were therefore placed under detention. The remainder of the consignment was released.

Six repeat samples were drawn from the affected tin and a further sample drawn from each of 6 tins selected at random from the detained batch.

All of the 6 repeat samples were positive for this organism as were two of the other 6 additional samples. Thus it was that 9 samples which satisfied the alpha-amylase test were shown to be infected with Sal. typhimurium.

Of 15 samples from a random selection of 15 other tins, 4 were positive and 3 from 6 samples drawn by the bacteriologist under most critical aseptic conditions in the laboratory were positive. Faecal samples taken from our own inspector were negative.

There was thus conclusive evidence that the 384 x 28 lb. tins of egg could only be released for human consumption provided they were all submitted to a further re-processing and satisfactory heat treatment.

This re-processing was done under supervision of the Deputy Chief Port Food Inspector during the two weeks ending 18th and 25th September. Twenty samples of the egg were taken at intervals as it left the plant during the course of the pasteurising runs and no organisms were found in any of these. All of the 384 tins were therefore eventually released.

The Pasteurising plant was subjected to a thorough sterilizing process both before and after the pasteurising runs of the infected material.

Another consignment again of 4,000 x 28 lb. tins of frozen liquid egg, had arrived here on 1st March and was released after sampling.

The reader may be aware that the Journal of Commerce dated 9th July, 1965 stated that imports into the United Kingdom of Australian frozen pasteurized egg were expected to total 6,000 tons worth £1½ million, and that in 1964 Britain imported 3,063 tins of this commodity from the same source. It is surprising therefore to look back over the past 5 years and see that imports of this kind of egg through Liverpool have been dropping dramatically. In 1961 we handled 23 consignments, in 1962 only 13, and in the following year 1963 none came to this port.

Last year we reported one consignment of 127 tins and it will be seen from this report that only 2, totalling 100 tons, were imported into the United Kingdom through Liverpool, and unfortunately, one of these was found unsuitable and had to be re-processed.

This bears out a forecast by the Chief Food Inspector that this would happen and there are many reasons which spring to mind why these imports

are going to other ports, as they must be, if the expected total of 6,000 tons has been attained and we are of the opinion that this is so. We will have to wait till next year's report and hope that our import tonnage of this commodity improves.

Egg and Egg Products from the U.S.A.

Twenty-one consignments totalling 1,414 packages of Spray, Flake and Granular Dried Egg Albumen arrived at Liverpool during the year. None of the 117 samples sent for bacteriological examination was positive and all the packages were released.

A sample from one of the consignments was sent to the City Analyst for the reason that the containers had stencilled upon them a declaration to the effect that the egg contained Sodium Lauryl Sulphate, a non-permitted emulsifier. This emulsifier was not found in the sample and the consignment was therefore released.

It may be remembered that a consignment was reported on last year of cake mix containing egg which arrived here in April, 1964 from the U.S.A. and was found to contain this non-permitted substance and was therefore rejected and destroyed at a local tip.

Three hundred cartons of Hollandaise Sauce Mix containing dried egg yolk were sampled and found acceptable. Again a sample was sent to the Analyst because the declared ingredients included added colouring matter and added anti-oxidant (Butylated hydroxy anisole) and his report showed that the sample contained only the permitted colouring matter Tartrazine and a permitted amount of the anti-oxidant.

The consignment was released.

Five samples from 80 x 28 lb. tins of frozen egg yolk from Eire and 12 from 25 very large earthenware jars of salted duck eggs from China, all proved negative bacteriologically. A sample of the latter consignment sent to the Analyst was reported on as follows—" The sample consisted of eggs thickly coated with a mixture of clay and carbonaceous matter (burnt straw) and no chemical preservatives were found".

CRUSTACEA

During the year, 79 consignments of crustacea, which includes prawns, shrimps, and lobster tails, were landed at Liverpool. The standard of Japanese prawns continues to be high and it is hoped that other exporters,

notably in Chile and Hong Kong, whose consignments leave a lot to be desired, will follow Japan's example and improve the hygienic conditions of preparation and packing of these products.

One consignment arrived from Australia, and was released following satisfactory sampling results.

A consignment from Chile was rejected because bacteriological tests gave very unsatisfactory results. Four cartons of Japanese prawns which were found to be decomposing were also rejected. The cause of the decomposition had nothing to do with the importers but resulted from a fault in the ship.

FRUIT AND VEGETABLES

Prunes from America

An informal sample drawn from a consignment of prunes, which arrived at Liverpool on 10th October from the United States of America, and which was examined by the Analyst under the provisions of the Preservatives in Food Regulations 1962 and the Mineral Hydrocarbon in Food Regulations 1964, gave rise to a general withdrawal of all prunes of the same mark and source throughout the whole country.

The sample showed the prunes to be free from mineral oil but to have 310 parts per million of an added prohibited preservative, namely Sorbic Acid.

The London representative of the importing firm was immediately advised of our findings, since the consignment concerned, consisting of 750 cartons (24 x 11 lb. packets per carton), had not been detained and he was thus able to prevent its distribution. He was able to advise us that his company held large stocks of prunes originating from the same packers which had been imported on various earlier dates.

He undertook to prevent all further deliveries of these prunes, to withdraw from further distribution those which had been delivered to their various depots throughout the country, to have every case checked for the presence of Sorbic Acid and to arrange for the exportation to countries where this preservative is acceptable, of all stocks found to contain it.

This undertaking was later extended to include two consignments from the vessel *Colorado Star* which arrived here in November and which, on our sampling, were shown to contain Sorbic Acid and in addition a trace of mineral oil. Four hundred and fifty cartons and 500 cartons were then at once put under detention.

The cartons of prunes which were under detention in Liverpool were, in December, sent to a London warehouse where they were put with others collected from various parts of the country. Altogether several thousand cartons had been collected by the end of the year at two depots in Britain, to await exportation and the appropriate Medical Officer of Health had been informed so that their exportation could be confirmed.

Potatoes from Spain

A preliminary sample inspection of the various consignments which totalled 13,198 x 56 lb. baskets and 27,869 x 56 lb. bags revealed that a high percentage of the packages contained decomposing material. The consignments were therefore detained and the various consignees requested to make selections under the inspectors' supervision.

On completion of this task the following quantities were rejected as unfit for human consumption, 1,606 baskets (89,936 lbs), 3,726 bags (208,656 lbs) and removed to a controlled tip for destruction.

Oranges and Lemons from Greece

The vessel *Marlindo* arrived at this port on 11th March with a consignment of 3,058 boxes (70 lbs. each), and 25 boxes (40 lbs. each) of oranges and 10,479 boxes of lemons, for Liverpool.

In the ship there was also cargo for Glasgow consisting of 234 boxes of oranges each of 70 lbs. and 1,051 boxes of oranges each of 40 lbs.

Inspection of the Liverpool cargo on being landed showed that the oranges were in an advanced state of decomposition and some of the boxes of lemons contained a high percentage of decomposed fruit.

It was then decided to land the Glasgow cargo here also in an attempt to save further deterioration of the fruit which was seen to be occurring in this cargo, by sorting as quickly as possible.

Sorting and selection was done with the utmost speed but only 10,335 boxes of the lemons in the Liverpool cargo could be saved. All the oranges and 144 boxes of lemons were so badly decomposed that they had to be destroyed. The extent of the decomposition in the Glasgow cargo was not so bad and here 118 boxes of the larger size and 425 of the smaller had to be destroyed. A total of 3,770 boxes of citrus fruit weighing 246,080 lbs. had to be destroyed.

Enquiries were made as to the reason for such a great loss and it was said that after loading the fruit the ship had called at various ports on route to this country to pick up more cargo. The consequent delay in her arrival at Liverpool was said to be responsible.

Canned Tomato Paste from Bulgaria

The vessel *Nicola Vaptzarov* berthed in Hornby dock on 31st May and commenced discharge of a consignment of 7,500 cartons (4 x 5 kilo tins per carton).

At this time a large percentage of stained cartons was visible and was found to contain blown and burst tins. The more obvious rejects amounting to 280 tins were removed from the quay and destroyed at a tip.

The remainder was released to local warehouses and there detained pending further investigations. Samples of apparently sound tins were submitted to the Analyst who reported no metallic contamination, and to the Bacteriologist who found nothing after one week's incubation.

Examination then continued at the warehouses with the following final out-turn.

Rejected on the quay 70 cartons = 280 tins = 3,080 lbs.

Rejected in the warehouse 660 cartons = 2,640 tins = 29,040 lbs.

Basrah Dates

Baskets of Basrah dates marked 1962 and 1963 and totalling 1,449 and 1,361, in all 2,810 baskets, were inspected on arrival here in July and found to be denatured, dirty and mouldy, and were rejected as unfit for human consumption. These were the products of the early crops as indicated and it was stated they had been imported for animal feeding.

On receipt of a written guarantee that these dates would be directed only for animal feeding, we advised the Medical Officer of Health of the area to which they were to be delivered so that he could arrange for the supervision of their disposal.

Green Beans from Thailand

One hundred and ten bags (100 lbs./bag) on discharge and examination on the quay showed gross infestation by the bean weevil identified as the callosabruchus maculatis. The beans were extensively damaged and riddled with holes and contaminated by the products of the infestation.

The consignment was rejected and the Ministry of Agriculture, Fisheries and Food Inspector notified for the necessary action under the provision of the Prevention of Damage by Pests Act 1949.

He ordered fumigation on the quay under his supervision and eventually rejected 110 bags.

The consignment was later released for conversion into cattle food on receipt of a written guarantee.

The Colouring Matter in Food Regulations 1957

Following upon information received in August from another port that a contravention of the above-named Regulations had been found in curry powder we turned our attention to consignments of this commodity being landed at Liverpool.

In that month we detained 4 consignments, one of 19 bags of chilli powder, another of 40 bags, and two of 50 cases and 40 bags respectively of turmeric powder. All of these were sampled and each found to contain non-permitted colouring matter. In three this colouring was " Sudan Red G " and in the fourth there was a mixture of non-approved dyestuffs of the type azo β naphthols.

All of these consignments were therefore returned to the country of origin, namely Kenya.

In September a consignment from Kenya of 100 bags (each 112 lbs.) of chilli powder was sampled and again the analyst's report was unfavourable and stated that the powder contained added non-permitted colouring of the type of benzine azo-β naphthol. It was sent back to Kenya.

In the remaining months of the year 8 barrels of pickles, 20 barrels of lime pickles, 20 barrels of chilli pickles and 26 barrels of mango pickles were sampled because on having a sample barrel opened on the quay it was seen that the vegetable ingredients of this barrel appeared to be suspended in an oily liquid, red in colour, which stained all material which with it came in contact, and it was considered likely that chilli powder might have been added to pickles.

Our supposition proved correct, all our samples showed evidence of non-permitted colouring matter either as a fat soluble red dye of the benzene hydroxyl azo type (Similar to Sudan IV) or "Oil Orange E" or Sudan Red IV or III.

All this material had to be returned to India, the country of origin.

Lastly a consignment of 50 bags of chilli powder, 13 barrels of pickles and 300 cases each with 48 x 12 oz. jars of pickles had again to be refused because of the contravention of the Regulations, and the importers have ceased to buy this type of material and have agreed to ask for samples from exporters before buying, and to submit these to this Authority for examination and our testing before purchasing any large quantities.

There were, in addition to the above, four consignments of an entirely different nature each of which on sampling was found to contravene these Regulations.

Three arrived in the vessel *Trevelyan* from Kenya in August and were made up of 800 cartons of canned, cross-cut green beans and 1,000 and 200 cartons of canned stringless green beans (sliced). The fourth was also from Kenya in the month of September in the *City of Liverpool* and was of 200 cartons of sliced green beans.

Samples showed the presence of Brilliant Blue S.C.F., another non-permitted colour, and consequently all were returned to the packers in Kenya.

There remain, still under detention, 300 cases of pickles (48 x 12 oz. jars per case), 13 barrels chilli pickles and 50 bags of chilli powder, because of the presence of non-permitted colouring, either Sudan III or IV or Oil Orange E. Arrangements for the re-exportation of these has still not been settled.

DAMAGED CARGOES

Tea

While discharging a consignment of 5,144 chests of Indian tea at Dublin, fire was discovered in No. 2 hold of the vessel *Clan Maclachan* at 1530 hours on 20th April and was finally got under control at 1900 hours the following day. The authorities concerned with this consignment finally decided that because of the facilities available at this port the ship could proceed to Liverpool where discharge could be completed and salvage undertaken.

Off-loading of this commodity was started at No. 3 Alexandra dock on the 28th April and the vessel was later moved to South 3 Alexandra where discharge was completed approximately 7 days later.

Badly burned, charred, and wet and mouldy chests, from which the contents had escaped, were sent to a tip and the great quantity of damaged tea in bulk, equivalent to about 3,421 chests and weighing about 151 tons, was removed to a farm at Ormskirk and there ploughed into the land under the supervision of the local public health inspector.

One thousand seven hundred and twenty-three chests, partially damaged by fire or smoke and water, were removed to a store in the City where they were emptied and the tea carefully examined. In all, 207 chests of tea plus 22,547 lbs of loose tea were rejected while the sound tea was re-packed and released for retail purposes.

It will be seen that only a small part of the consignment was salvaged and whether or not the end justfied the means is still problematical.

Lamb and Mutton

The vessel *Dorset* arrived at this port on 29th March 1965 with consignments totalling 19,145 carcases of mutton and lamb and inspection of samples immediately showed that they had been damaged by fire. No fire on the ship had been reported and it became evident that here again the facilities of storage and inspection at this port which, at the time, were greatly overburdened, were being used purely for the purpose of reconditioning and salvage.

So many of the samples inspected were faulty, wrappers were smoke tainted with masses of dirty ice adhering to them and many showing evidence of decomposition, that the consignment had to be consequently detained and removed to three local cold stores to await further inspection and necessary action under the supervision of food inspectors of this Authority.

The carcases having had their wrappers removed were next subjected, whilst lying in the refrigerated chambers in the various cold stores, to a period of treatment by exposure to a concentration of ozone for the purpose of removing the smoke taint.

Next each carcase had to be examined individually and 14,679 were found fit for human consumption and released without further treatment, once new wrappers had been put on.

Four thousand four hundred and sixty-six carcases were found to be either totally or partially unfit for human use because of the degree of contamina-

tion or decomposition and these latter carcases had to be subjected to reconditioning by removing affected joints or by trimming.

All the unsound meat was released to a local processing establishment and converted into material for industrial purposes other than human consumption. These rejections totalled in all approximately 2 tons.

The last of the rejections took place on 21st September and it will thus be seen that our food inspectors were engaged in dealing with this incident for a period of nearly six months in three widely diverse cold stores in addition to their normal day-to-day duties. Supervision of reconditioning could not, under the circumstances, be the exclusive responsibility of any one inspector but had to be shared and carried out at intervals which did not permit the fullest control which we are usually able to exercise.

Enquiries revealed that this shipment had originated at a cold store in Australia which had been affected by fire, and in order to facilitate the restoration of the fire damage in the cold store and because of the good facilities prevailing in Liverpool for examination and reconditioning, it had been decided to ship it to this port for attention instead of having the carcases dealt with in Australia.

There are occasions when work of this sort is hardly possible. It means that the few inspectors we have are taken from day-to-day work which is very essential, to do work, the amount of which, by its very nature, requires the undivided attention of meat inspectors.

It follows therefore that if we are to continue to maintain this reputation for handling foodstuffs which require extensive examination and reconditioning then we shall require to recruit more meat and food inspectors in order to eliminate the long periods of detention such as those mentioned above, and I am of the opinion that certain changes should be made for this type of work.

The following instances of consignments of meat which are at present being dealt with or are awaiting attention at a cold store, seem to show that the above incidents strain our resources to the limit. There are so many difficulties in providing adequate supervision of examination and reconditioning.

Consignment 1. 334 cartons of frozen beef kidneys. Decomposition discovered on samples examined on quay.

Consignment 2. 806 cartons of frozen boneless lamb. Decomposition found in samples defrosted for preliminary examination.

Consignment 3. 1,302 cartons frozen boneless mutton. Again decomposition found in preliminary examination and therefore consignment must be detained and 100% examination made.

Consignment 4. 150 cartons mutton legs. Awaiting examination after defrosting. ...

Consignment 5. 885 cartons boneless mutton and consignments No. 6-13 (3,708 packets) all of various cuts of boneless mutton and lamb, awaiting examination of samples after defrosting.

Canned Salmon from Canada

An instance where canned salmon intended for human consumption was carried in the same cargo space as canned salmon intended for pet food will be described to illustrate the increased burden placed on port food inspectors by the remarkable increase in the importation of food intended for consumption by animals kept as pets.

Much of this food consists of offal in its raw state and is intended for delivery to approved processing establishments for sterilising and canning and the delivery of such consignments to their correct destinations has to be supervised by the port food inspectorate under the Meat (Staining and Sterilization) Regulations 1960.

Importation of canned meat and fish, processed and packed in the country of origin and intended for sale as pet food is also taking place and the presentation and packaging of the commodities represented in these importations, on occasion, are as attractive as many which are imported for human consumption.

The labels might frequently be considered likely to create, in the mind of the purchaser, the impression that the contents could be used for human consumption.

The following are instances of this kind of labelling.

1. " Made from Government Inspected Meat".

2. " Prepared under Government Supervision ".

3. " The meat and meat by-product used in (Brand name) dog food are

from healthy animals inspected and approved by veterinary inspectors of the (Country or Origin) Department of Agriculture ".

4. " Lab tested—guaranteed product ".

In the particular instance referred to above the vessel *Brasilia* arrived here on the 1st January 1965 carrying a number of consignments of Canadian canned salmon and some of these were unlabelled as it was intended that labelling should take place on arrival at their destination in this country. In the same hold had been stowed a consignment of cartons of labelled cans of salmon for pet food.

During the voyage, rough weather was experienced, and a number of the cartons disintegrated and the labels were lost from a quantity of the tins. Cartons of unlabelled canned salmon for human consumption were also broken resulting in a mixture of cans of human and pet food, which was landed on the quay.

Only by reference to the embossed code numbers on the can tops could the two grades be segregated and only after long and careful sorting could the cans be released to their various destinations.

This problem could be eliminated by the use of lithographed tins in which the labels are stamped on the tins and cannot therefore be removed accidentally or otherwise. Alternatively the words " Pet Food " could be embossed on both ends of the tins.

Other Damaged Cargoes

The following consignments of cocoa beans, pea beans, and arroz beans were found damaged on arrival.

The first in the vessel *Kavala* from Nigeria, of 4,000 bags of cocoa beans, when discharge was started was seen to have a large number of the bags wet and mouldy and these were discharged overside into the barge *Lamprey* and taken to North Wellington Dock.

A total of 1,850 bags was landed at this berth, together with a great quantity of bulk beans, the result of rotting and disintegrating of sacks, and after sorting and further examinations, 931 bags were released. 919 bags weighing 178,660 lbs. were rejected and eventually released to Holland for industrial purposes.

Forty-seven thousand, six hundred bags of pea beans, on discharge from the vessel *Endora* from the U.S.A. had to be examined because many of the

bags were stained with aluminium paint which had dropped on to them when painting of the hatch-coamings had been carried out after loading, and paint had been allowed to drop on the bags. From the total, 1,297 affected bags were put under detention and on close inspection paint was found to have affected the contents of some of these. The affected bags were released to a local establishment for reconditioning of the contents and this procedure is still being undertaken at the time of going to press.

A consignment of arroz beans totalling 8,527 bags had been loaded into the vessel *Salaverry* in Chile during very heavy rainstorms. On discharge many bags were found stained and dirty and their contents mouldy and giving off a musty odour. Altogether 474 bags (53,085 lbs) which were mouldy and 5,040 lbs. loose collected beans which were dirty, were rejected and were diverted for animal feeding under guarantee.

This same vessel when outward bound from Liverpool in November was in collision at the river mouth and returned to her berth. Her food cargo was discharged from the damaged No. 2 hold on to the quay at South Brocklebank Dock where salvage operations were supervised, by an inspector of this Authority, of cartons of cocoa and chocolates, biscuits, sweets, high protein food, salt and sauce.

The bottles of sauce were undamaged and released: slightly damaged tins of cocoa totalling 1,295 were released to a well-known chocolate manufacturer for examination under supervision of the Medical Officer of Health of the district. All the other foodstuffs were found to be badly damaged and contaminated by river and dock water and were destroyed.

Lastly the vessel *Stroltern* from Greece arrived in the port on 3rd December with a full cargo of currants and sultanas. Some of the cartons of the former commodity were found to be wet and damaged by diesel oil. These were segregated on the quay at West Bramley Moore dock with a view to further inspection and salvage. During the week-end 11th-12th December, a fierce storm arose and spray and waves from the river broke over the wall and partially flooded the quay causing further damage to this cargo. Since the river water is contaminated with sewage the question of possible salvage was ruled out and the following quantities were therefore rejected and destroyed—82 cartons (2,296 lbs) diesel oil damaged and 359 cartons (10,052 lbs) wet and mouldy.

Blown and Burst Tins

Two large consignments, one of Bulgarian canned tomato puree and one of Spanish canned apricot pulp, were put under stop, because of the stained and damaged cartons which could be easily seen.

In the first consignment 2,474 cartons (4 x 5 kilo cans) were removed to a warehouse for 100% examination. Frequent explosions could be heard occurring within the cartons and it was with some trepidation that all the cartons were opened. Eventually 672½ cartons totalling 2,690 tins and weighing 29,590 lbs. were rejected and taken to a tip for destruction.

In the second consignment of 2,474 cartons, conditions were somewhat similar and after a full examination 408.1/6 cartons (6 x 5 kilos per carton) were rejected and these too were taken to a tip and buried.

Levelited Butter Beans from Madagascar

Importation of these beans, treated before shipment, with levelite to prevent infestation by insects, continued during the year although on a reduced scale as compared with 1964.

The difficulty encountered during last year in securing the maintenance of a satisfactory standard in the work of removing the insecticide from the beans before their release did not recur during 1965.

Fourteen thousand, five hundred and ninety-nine bags were discharged from 8 ships. About three-quarters of these were delivered to local establishments where they were cleaned under supervision of this Authority, while the remainder were delivered to canneries outside the jurisdiction of this Authority for washing prior to canning.

Apples from U.S.A.

Four hundred and eighty-two boxes, equivalent to 19, 280 lbs. of apples, were rejected because of decomposition from a consignment of 107,921 boxes. This decomposition was said to have resulted from over-heating because of the position of the stow during the voyage.

Tainted Frozen Meat

The vessel *Carnatic* brought a large consignment of frozen meat from New Zealand to Liverpool on 14th May. Some of the meat discharged from No. 2 tween deck and lower hold was found tainted.

The food inspectors making investigations as to the nature of the taint with a view to establishing its degree of toxicity and its public health

significance were informed that the cargo space mentioned above had been contaminated by spillage or leakage from drums of di-chlorphenol on an outward voyage to New Zealand and on the vessel's return to London after loading meat in New Zealand a quantity of tainted meat had been found.

After complete discharge of the vessel's cargo the affected space was said to have been decontaminated and after a survey to have been certified as being free from taint. The vessel then sailed to New Zealand where she loaded the frozen meat cargo which is the subject of this Report and conveyed it to Liverpool.

The ship was visited by a medical officer of this Authority who examined specimens of this tainted meat and conferred with representatives of the various interests concerned including a biochemical adviser representing the shipowners.

It was decided that the taint had no public health significance and the meat was not detained. It was decided, however, that information should be passed by telephone to all the meat inspectors concerned in the areas to which the meat was to be delivered.

The following quantities of frozen meat were delivered to twelve cold stores in various parts of the country: 14,447 mutton carcases, 29,277 lamb carcases and 15,473 packages of meat cuts and offal.

Wheat

On 2nd July the vessel *Finnamore Valley* arrived in Liverpool after a very rough voyage from Australia. Water had gained access into No. 1 hatch where wheat in bulk was stowed and on the hatch covers being removed the surface of the wheat was black, wet and heated.

After discharge of this wheat into railway trucks, overside to barge and some on to the quay, it was examined by a food inspector and 991 tons 6 cwt. and 26 lbs. were found unfit for milling for human consumption and were eventually released for cattle food under guarantee.

Canned Grapefruit from Israel

The s.s. *Kamah* arrived at this port in May 1964 and discharged 275 cartons (12 x 46 gm. tins) and at this time nothing unusual was noted.

In March 1965 we were approached by the owners of the consignment who complained that the fruit had an unpleasant taste and smell of chlorine.

On enquiries being made to the shipper it was suggested that over-chlorinated water may have been used to make the syrup. Samples submitted to the City Analyst were reported on as "no free chlorine present but a taste and smell suggestive of the presence of chlorinated organic components" and it was decided that the consignment should be rejected and it was destroyed at Sefton Tip.

Lolly sticks

On 16th March and again on 6th April ships arrived from Japan with consignments of sticks to be used in the manufacture of ice lollies.

In the first instance a number of the packages became broken during the course of transit and handling, and a large quantity of the sticks were grossly contaminated by contact with the quay.

In the second, similar damage occurred, when two broken cartons spilled their contents on the quay and these too became wet, stained and dirty.

The inspector informed the consignee on both occasions, that, in his opinion, the sticks were contaminated and no longer fit to be used as ice lolly sticks and he was advised to have them destroyed.

There is an interesting legal aspect which arises from both of these incidents.

In each case, having regard to the definition of an "article of food" contained in regulation No. 2 of the Public Health (Imported Food) Regulations 1937 and the definition of "food" contained in section 133 of the Food and Drugs Act 1953 there appeared to be a matter of doubt as to whether our inspector had the necessary legal authority to seize these sticks as contaminated at the time of importation even though the ultimate degree of contact with the ice lollies might cause them to be regarded as being an integral part of the lollies.

Fortunately each consignee made a voluntary decision to have all the contaminated sticks destroyed.

Importation of Food other than for human consumption

One thousand one hundred and thirty-six consignments comprising 821,078 packages of frozen raw material (meat and fish) were imported during 1965 and were despatched to approved processors to be sterilized and canned for sale as pet food. The above figures include 11,462 packages

of frozen horsemeat, 2,996 packages of frozen kangaroo meat, 1,756 packages of frozen whalemeat and 11,552 packages of frozen fish, and the work of supervising the disposal of this material is considerable.

The following table illustrates the rapid growth of this trade.

Year	Number of Packages Imported
1960	196,399
1964	524,755
1965	821,078

Difficulties arise when importers claim that their imports of such meat are fit for humans to eat and that they are therefore entitled to sell it, without sterilization, which they are anxious to avoid since it affects the price they receive.

Horse and Kangaroo Meat

Large quantities of horse and kangaroo meat come to this port every year. The packages are made up as bags or cartons of frozen meat none of which have the Official Certificate and the consignments are thus on " open entry " and bear no statement as to their use. No claim is made that it is or is not for human consumption and of course it is not claimed to be for pet food, in order to escape the need for sterilization as would result if this was so.

The outcome of the matter is that we put detention on all such imports and take samples to find if harmful organisms are present, and, in most cases, our findings show gross contamination.

In the last year we detained and sampled 6 consignments of horsemeat (3,585 packages) and 7 of kangaroo meat (2,999 packages). The former returned 42 out of 64 samples positive for salmonella and the latter 68 out of 98 samples and together accounted for 27 types of salmonellae, any of which can cause severe food poisoning.

It has already been stated in a previous Annual Report that we are permitting fresh cultures of these organisms to be imported annually to this country in these types of consignments. But for the vigilance of port food inspectorates these would be disseminated among humans and pets alike

throughout the country. As it is, before we can arrange for sterilization, this material must be handled, and in so doing these organisms must be passed on from the meat to the handlers, and we shudder to think of the massive dispersion of these organisms should a haunch of raw kangaroo or horsemeat ever be permitted to be displayed on the counter of a pet shop.

Recently a large consignment of Australian horsemeat came to Liverpool and in this instance each carton was stamped " unfit for human consumption ". When placed under detention by this Authority until approved sterilization could be arranged by the consignee, it was suggested to us by those concerned, and a certificate was produced in support of this claim, that the meat was free from food-poisoning organisms, that we pay no attention to the stamp " unfit for human consumption ", as this had to be put on all horsemeat from Australia, and that we release it for whatever use the importer might wish. Our investigations again showed food-poisoning organisms and the consignment was refused.

On another occasion a consignment of 228 x 60-lb. cartons of frozen boneless forequarters and hindquarters of horsemeat arrived from Australia in November and bore the mark/Inedible/Unfit for human consumption.

The consignee did not, at the time of importation, give an undertaking to the effect that this consignment would be subjected to sterilization and that its subsequent sale would be restricted to its use as pet food. He pleaded that his refusal to do this was based on the fact that the meat was fit for human consumption and that the provisions of the Meat (Staining and Sterilization) Regulations did not therefore apply to it.

He maintained that this was so even when his attention was drawn to the stencilled words on each carton " unfit for human consumption ", and he stated that in order to recover from the shipper or from his insurer the cost of having the consignment sterilized and compensation for having to sell it at the lower price applicable to sterilized meat, he would first have to receive from the Medical Officer of Health proof that the meat was found unfit for human consumption.

He next requested that we should submit samples for bacteriological examination so that he could either import it on the basis that it was fit for

human consumption and would therefore be released unconditionally or if proved unfit for human consumption it would require to be sterilized, in which case he would be able to support his claim, by a medical certificate, upon the shipper or his insurer.

Actually we are of the opinion that the material was never intended for human consumption but that the importer set out to use the Port Health Food Inspectorate and the Public Health Laboratory Service solely for the purpose of escaping the provisions of the Meat (Staining and Sterilization) Regulations or, as an alternative, for the purpose of supporting his financial claim if the consignment had to be sterilized.

The consignee was ordered to arrange for sterilization forthwith and, as a matter of interest, we did sample this consignment and all our samples showed the meat to be contaminated with pathogenic organisms of the Salmonella group.

Importers will have to realise that any imported food marked unfit for human consumption must be sterilized under the Meat (Staining and Sterilization) Regulations 1960, and will be detained until this procedure is carried out at an approved establishment.

In addition to these raw imports destined for pet food there has been a steady increase in the importation of " ready-for-sale " canned meat and fish prepared and sterilized in the country of origin for the pet food trade, and frequently the tin containers have been labelled to show the nature of their contents and in some instances the word "PET" or "PET FOOD", is found embossed on one or both ends of the tin.

In the opinion of this Authority the time is ripe for the introduction of legislation to control the importation and sale of these canned pet foods, to make embossing of the tins by an easily recognised mark compulsory, and make the diversion of such consignments for human consumption illegal.

Consignments imported as pet food are not submitted to any examination by the Port Health Authority to establish the fitness or otherwise for human use, and once the consignment has been landed control over it ceases, unless, of course, some action by the importer becomes questionable.

EXCHANGE OF INFORMATION

We have continued to circulate information concerning positive findings,

following examination of imported food, to other seaports and copies of this information are sent to the Ministry of Health and the Ministry of Agriculture, Fisheries and Food.

Quarterly returns are made to the Ministry of Agriculture, Fisheries and Food giving full details of unsound imports of meat and meat products and also of contraventions of the Official Certificate procedure. Copies of any details, relating to unsound Australian meat or meat products are sent to the Commonwealth Veterinary Officer, Australia House, London.

The following table shows the total quantities of unsound foodstuffs either destroyed or utilised under supervision during the year 1965:—

	Tons	Cwts.	Qrs.	Lbs.
Beef, Mutton, Pork and Veal	91	6	—	—
Canned Goods	161	8	—	24
Fruit and Vegetables	912	18	—	—
Cereals	1,114	13	—	—
General (Lard, Coconut, Butter, etc.) ...	690	7	—	—
Total	2,970	12	—	24

A total of 21 tons 8 cwts. 1 qr. 15 lbs. of unsound sugar (loose-collected, sweepings, etc.) was dealt with during the year, and suitably disposed of to local refiners for reconditioning, by refining.

The following tables show the variety and numbers of samples submitted to the Public Health Laboratory Service and the City Analyst during the year 1965.

Samples relating to imported food

Submitted to Public Health Laboratory Service

Beef, canned, corned	6
Crustacea, frozen:	
Langostinos	5
Lobster tails	37
Prawns	198
Shrimps	39
Desiccated Coconut	616
Egg, dried albumen	103

Eggs, duck, preserved	12
Egg, frozen, whole	72
Egg yolk	4
Groundnuts in shell	15
Hams, shoulder, canned	4
Horse flesh, boneless	54
Horse offal	10
Kangaroo meat, boneless	98
Livers, frozen	1
Pork luncheon meat, canned	10
Pork tenderloins, canned	10
Sauce mix	5
Tomato paste, canned	3
Walnuts in shell	1
Warian	5

Submitted to the City Analyst

Apricots, dried	2
Beef, canned, corned	2
Brazil nuts in shell	5
Cherries, canned	2
Chilli Powder	5
Citrus fruit juices, canned	6
Coffee-mate (non-dairy creamer)	1
Coffee, soluble	1
Curry powder	2
Duck eggs, preserved Chinese	1
Egg Albumen, dried	1
Fresh fruit:—	
Apples	7
Grapefruit	2
Melons	1
Oranges	6
Pears	2
Grapefruit, canned	4
Green beans, canned	4
Groundnut kernels	2
Groundnuts in shell	58
Hazel nuts in shell	2
Onions, kibbled	1
Onion powder	1
Orange flavouring, powdered	1
Pickles	9
Pork luncheon meat, canned	6
Potatoes, instant dehydrated	1
Prunes	10
Raisins	1
Sauce mix	1
Tangerine flavouring, powdered	1
Tea	5
Tea fluff	1
Tomato paste, canned	3
Turmeric powder	1
Tuna fish, canned	1
Wheat flour, bags	1

Samples relating to investigations following food-poisoning and other illness within the Port

Submitted to the Public Health Laboratory Service

Ships' drinking water	193
Food, various	—

In addition to the above, the following samples were submitted for bacteriological examination

Faeces	48
Surface swabs (equipment)	—

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I desire again to express my appreciation of the valuable assistance received from H.M. Collector of Customs and staff, Board of Trade, the Mersey Docks and Harbour Board and their officers, river pilots, and the various shipping companies who have co-operated with the Port Health Authority in the maintenance of Public Health and the prevention of disease in the port. The Consular Bodies have at all times given courteous assistance.

ANDREW B. SEMPLE,

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Liverpool Port Health Authority.

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